

ADA Service Coverage/ NextGen Impacts



Background

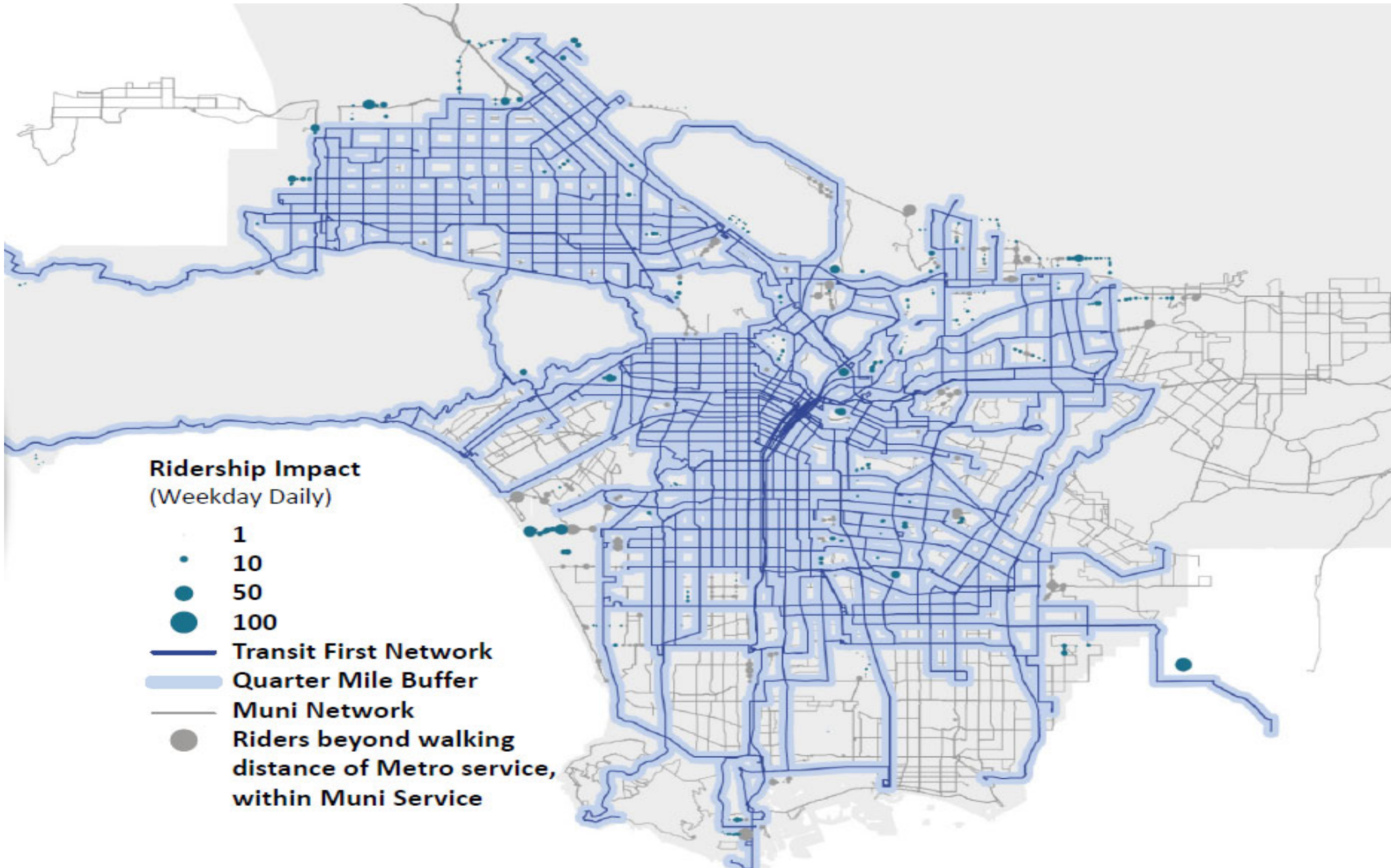
Service Area Impact

- > Based on fixed route $\frac{3}{4}$ boundary
- > Includes other fixed route changes
- > Looked at all trips taken between January 1, 2022 and July 31, 2022

Metro NextGen Bus Plan

- > Reimagined bus system that focuses on providing fast, frequent, reliable and accessible service
- > Approved by Metro Board in October 2020.
- > Implemented June 2021, further shake-ups in September 2021 and December 2021

Metro NextGen



Background

Out of Service Area Policy

- > Implemented July 2015
- > Updated technology allowed for precise mapping of service area
- > 205 riders whose addresses are outside of service area would continue to be served until grant money exhausted

Grant Status

- > Basin \$238,716, Avg. monthly usage - 192 trips, \$7,325
- > Antelope Valley \$340,623, Avg. monthly usage - 53 trips, \$2,140
- > 2.7 and 13.3 years left on current service area map

access

NextGen Service Area Impact

- > 1/1/2022 - 7/31/2022
 - > 8,579 trips, 25 cities/communities
 - > 690 riders
 - > 409 addresses - 99 are home addresses
 - > 0.34% of all trips
- > Basin avg. monthly usage - 1,226 trips, \$46,772

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NextGen Service Area Impact

City	Total	
Porter Ranch	4,440	51.8%
Altadena	810	9.4%
Sylmar	511	6.0%
Duarte	468	5.5%
Northridge	465	5.4%
Chino Hills	324	3.8%
Burbank	284	3.3%
Los Angeles	265	3.1%
Long Beach	147	1.7%
Bradbury	136	1.6%
Granada Hills	122	1.4%
Encino	115	1.3%
Claremont	112	1.3%

City	Total	
Chatsworth	100	1.2%
Glendale	90	1.0%
Monrovia	79	0.9%
Arcadia	24	0.3%
Sunland	19	0.2%
Tujunga	19	0.2%
Azusa	18	0.2%
Sun Valley	18	0.2%
Los Angeles County	5	0.1%
Pacoima	4	0.0%
Pasadena	2	0.0%
Reseda	2	0.0%

Next Steps

- > Review findings with CAC, TPAC and Board
- > Discuss impact with Metro
- > Develop plan for affected customers
- > Request Board approval